

COUNTRY	Brandenburg-Briest Airfield		25X1
TOPIC			25X1
EVALUATION	PLACE	OBTAINED	25X1
DATE OF CONTE			25X1
DATE OBTAINED	DATE PREPARED 26 March 1953		
REFERENCES			
PAGES	ENCLOSURES (NO. & TYPE)		
REMARKS			
This is UNEVALUATED Information			
			25X1

1. The following observations were made at Brandenburg-Briest airfield between 4 and 21 February 1953:

4 February. Between 11:30 a.m. and 4 p.m., six tank-offs and landings were made by MiG-15s. There was rainy weather and visibility of 2 to 3 km.

5 February. At 9:30 a.m., a tractor towing a snow plow cleared the snow on the runway. At 2:30 p.m., there was no air activity although the runway was free of snow. Six MiG-15s were parked on the runway and 18 MiG-15s were in front of the flight control station.

6 February. Between 11 a.m. six flights were made by alert planes

25X1

7 February. In the morning, there was frost, visibility of 2 to 3 km, and a ceiling at an altitude of 500 meters. Air activity was practiced by MiG-15s up to 11:30 a.m.

10 February. Between 9:30 a.m. and 4 p.m., 52 take-offs were made by MiG-15s. The weather was sunny and visibility was limited to 4 or 5 km.

12 February. There was no air activity throughout the day. It snowed and visibility was poor.

13 February. After 11:30 a.m., the MiG-15s which were parked in front of the flight control station taxied under their own power to the runway and took off. The ceiling was at an altitude of 800 meters and visibility was limited to 5 or 6 km. The planes returned individually and in formations of four. Air activity was continuously performed up to 7:30 p.m. A total of about 90 take-offs were counted.

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

25 YEAR RE-REVIEW

ARCHIVAL RECORD
RETURN TO AGENCY ARCHIVES

SECRET/CONTROL - U.S. OFFICIALS ONLY

25X1

- 2 -

14 February. After 10 a.m., some MIG-15s which were parked in front of the flight control station taxied under their own power to the runway. Up to 3 p.m., it was observed that the aircraft took off individually and in formations of two and three planes and remained aloft for about 30 minutes.

16 February. At 8:30 a.m., 12 MIG-15s including the alert flight were parked at the runway. The planes practiced flying up to 3:30 p.m. There was cloudy weather during the morning. The clouds were scattered and visibility was limited to 2 to 3 km in the afternoon.

17 February. A siren sounded between 5 and 5:10 a.m. At 5:17 a.m. four trucks with soldiers and a sedan moved to the field coming from the Landesanstalt. At 7:15 a.m., 16 MIG-15s were parked at the runway. The planes did not take off up to 8 a.m. Air activity was observed between 10 a.m. and about 4 p.m.

18 February. Between 10:30 and 11 a.m., 16 MIG-15s were observed at the runway. Between 11 a.m. and 3 p.m., more than 60 take-offs were made by MIG-15s either individually or in formations of four. Visibility was limited to 2 or 3 km and the sun shone occasionally.

19 February. Twelve MIG-15s including the alert planes were parked at the runway at 8:50 a.m. The planes practiced flying between 9:30 a.m. and 4 p.m. Visibility was limited to 4 or 5 km and the sun was shining occasionally.

20 February. At 9 a.m., 22 MIG-15s were parked at the runway and 3 MIG-15s in front of the flight control station. There was intensive air activity between 9:30 a.m. and 4:30 p.m. The ceiling was at an altitude of 800 meters and visibility was limited to 2 or 3 km. The aircraft flying in formations of four circled in the Hohenstuecken area where they dived down from an altitude of about 500 meters to 100 meters.

25X1

25X1

21 February. A siren sounded from 6:30 to 6:35 a.m. and at 9:05 a.m. There was air activity between 9:30 and 11:30 a.m.¹

2. In January, [] a radio installation consisting of a low wooden building and four masts was located in forest sub-area (Jagen) 12 near the border of Jagen 21. The low wooden building was about 5 x 6 x 4 meters, had a small window at each side and was occupied by 3 to 5 men who wore black-bordered blue epaulets. Two masts which were 7 to 8 meters high and about 10 cm in diameter had guy wires at their mid point. There was a bulge at the mast head with a cross bar 3 meters long. The cross bar had a cross at each end, which was braced by fine wires. On 14 and 17 February, source observed that the cross bars of both masts rotated slowly during air activity. Next to each of the

25X1

SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

25X1

- 3 -

two masts was another mast 6 to 7 meters high with a ball-like masthead with a rectangle device of small rods. From the Landesanstalt, six telephone lines extended to the new radio installation and two wires extended to the flight control station. During the period when the radio installation was being erected, a truck was continually parked next to the construction site. Truck [] was repeatedly observed moving to the construction site. The area around the radio installation was declared off limits and guarded by two watchdogs tied to the low wooden building.²

25X1

3. At about 10 a.m. on 10 February, about 30 soldiers worked on the construction of a fence in Jagen 21/22.

4. On 16 and 17 February, trucks [] were observed between the Landesanstalt and the airfield.

25X1

1. [] Comment. Brandenburg-Briest airfield is occupied by a fighter regiment. The intensive air activity observed during the reported period agrees with [] information [] according to which exercises were made at regimental and division levels.

25X1

25X1

2. [] Comment. This radar station was previously reported. [] . It was previously believed that the set is of Dumbo type. According to the description in the present report, however, it is believed that there are probably two SCR-602 type sets and two sets with Yagi type antennas. It was previously observed that the radar stations at airfields consisted of 1 Dumbo type set, 1 SCR-602 type set, and 1 set with Yagi type antennas. The radar station in Brandenburg-Briest will be further observed for clarification of its type.

25X1

SECRET/CONTROL - U.S. OFFICIALS ONLY